

Meeting of the
Greater Madison MPO (Metropolitan Planning Organization) Policy Board

October 2, 2024

[Virtual Meeting via Zoom](#)

6:30 p.m.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking).
 - **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
 - **Listen to the Meeting by Phone:** You can call in to the **Greater Madison MPO** using the following number and meeting ID:
 - (833) 928-4608 (Toll Free)
Meeting ID: 817 7766 3273

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Madison Planning Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.

Please do so at least 72 hours prior to the meeting so that proper arrangements can be made.

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Por favor contáctenos con al menos 72 horas de anticipación a la reunión, con el fin de hacer a tiempo, los arreglos necesarios.

Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.

Thov ua qhov no yam tsawg 72 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.

如果您出席会议需要一名口译人员、不同格式的材料，或者其他的方便设施，请与 Madison Planning, Community & Economic Development Dept. 联系，电话是 (608) 266-4635 或 TTY/TEXTNET (866) 704-2318。
请在会议开始前至少 72 小时提出请求，以便我们做出安排。

AGENDA

1. Roll Call and Introductions
2. Approval of September 4, 2024, Meeting Minutes
3. Communications
4. Public Comment (for items **not** on MPO Agenda)

5. Public Hearing on Amendment to the 2024-2028 Transportation Improvement Program to add a new federally funded Charging and Fueling Infrastructure (CFI) project (5 min)
6. MPO 2024 Resolution No. 16 Approving Amendment No. 7 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County (5 min)
 - a. Charging and Fueling Infrastructure (CFI) Project (Implementation in '24, NEW)
7. MPO 2024 Resolution No. 17 Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets (5 min)
8. MPO 2024 Resolution No. 18 Adopting the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County (5 min)
9. MPO 2024 Resolution No. 19 Approving Amendment No. 1 to the 2021 Public Participation Plan for the Greater Madison MPO (5 min)
10. MPO 2024 Resolution No. 20 Approving the 2020 Urban Area and Metropolitan Planning Area Boundaries for the Madison Urban Area of Dane County, WI.
11. Status Report on Capital Area Regional Planning Commission (CARPC) activities (5 minutes)
12. Announcements and Staff Reports
 - b. FHWA Low Carbon Transportation Materials (LCTM) grant opportunity
 - c. Release of [DRAFT 2024-2028 Coordinated Public Transit - Human Services Transportation Plan for Dane County](#) for public review and comment
13. Adjournment

Next meeting: Wednesday, November 6th, 2024, Virtual

**Greater Madison Metropolitan Planning Organization (MPO)
September 4, 2024, Meeting Minutes**

Virtual Meeting hosted via [Zoom](#)

Opitz called the meeting to order at 6:32 p.m.

1. Roll Call and Introductions

Members present: Mark Opitz, Derek Field, Charles Myadze, Kristi Williams, Clement Abongwa (arrived during item No. 5) Liz Callin, Paul Esser, Doug Wood, Phil Caravello, Richelle Andrae, and Barbara Harrington-McKinney

Members excused: Tom Lynch, Steve Flottmeyer, and John Duncan

MPO staff present: Alex Andros, Ben Lyman, David Kanning

Others present in an official capacity: Nathanael Brown, Dane County Department of Human Services

2. Approval of August 7, 2024, Meeting Minutes

Williams stated that the sentence on page 6 which says, “The next Policy Board meeting would normally be held on July 3rd but given the inconvenient date and the lack of pressing business, it will be cancelled” needed to be struck. Opitz stated that page 5 contained a highlighted time mark. Lyman stated that this time mark should also be struck. Andrae moved, Wood seconded, to approve the August 7, 2024, meeting minutes with the referenced edits. Motion carried.

3. Communications

Andros stated that WisDOT and FHWA recently approved our most recent amendment to the UPWP to include language about the Connecting Communities grant that the City of Madison recently received.

4. Public Comment (for items *not* on MPO Agenda)

None.

5. Election of Officers (Chair and Vice Chair)

Williams nominated Opitz to serve as Chair of the MPO Policy Board. Opitz accepted the nomination. The Board unanimously voted to elect Opitz as Chair. Esser nominated Wood to serve as Vice Chair. Wood accepted the nomination. The Board unanimously voted to elect Wood as Vice Chair.

6. Public Hearing on the Draft 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

- *No members of the public spoke during the public hearing. Action on the 2025-2029 TIP by the MPO is anticipated at the board's October 2nd meeting to be held virtually. Written comments on the TIP are invited through Monday, September 23, and should be sent to the MPO offices at 100 State St., Suite 400, Madison, WI 53703 or e-mailed to mpo@cityofmadison.com.*

7. MPO 2024 Resolution No. 14 Approving Amendment No. 6 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

- USH 18/151 (USH 151 to CTH PD) Environmental Document/Study (Design in '24, NEW)

Kanning described the project scope and extents. Esser moved, Williams seconded, to adopt MPO 2024 Resolution No. 14 approving Amendment No. 6 to the 2024-2028 Transportation Improvement Program

for the Madison Metropolitan Area & Dane County. Motion carried.

8. Preliminary award of Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program 2024 Funding

Lyman provided an overview of the Section 5310 program. He noted that the MPO received more applications than we can fund. MPO staff and a staff member from the WisDOT Transit section reviewed and scored the applications. A total of six projects were selected to receive funding:

- City of Madison-Metro Transit Paratransit Eligibility & Mobility Coordinator
- Dane County DHS One-Call Center
- Down Syndrome Association of Wisconsin Accessible Vehicle Purchase
- New Bridge Madison Driver salary, benefits, and operations
- The Hmong Institute Accessible Vehicle Purchase
- City of Madison-Metro Transit Grant Administration program.

Lyman reviewed some minor funding/cost edits that were made to four of the six projects. Wood said he was pleasantly surprised to see so many applications. In the past, fewer applications were submitted. Lyman stated that the Down Syndrome Association of Wisconsin and the Hmong Institute were new applicants.

Lyman stated that final approval of federal Section 5310 funding will not occur until the Final 2025-2029 TIP is approved in October.

Wood moved, Abongwa seconded, to preliminarily approve federal Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program 2024 Funding, as edited. Motion carried.

9. MPO 2024 Resolution No. 15 Adopt Support for a Week Without Driving (10 minutes)

Andros provided an overview of the Week Without Driving challenge. Supporting this initiative aligns with the Greater Madison MPO's mission to lead the collaborative planning and funding of a sustainable, equitable transportation system for the Greater Madison region, as well as the goals of the MPO's RoundTrip transportation options program. Andros stated that the County Board will act on a similar resolution. Andrae confirmed that the County Board will act on that resolution tomorrow night. She thanked MPO staff for their input on the County resolution. It is a good opportunity to put yourself in the shoes of people who have different transportation options. Abongwa asked how this challenge should be implemented. Andros explained that ideally, local officials would adopt proclamations to acknowledge a Week Without Driving. One step further is for local officials, community members, and local leaders to take the challenge. It is a great opportunity for policy makers to experience a week without driving firsthand. We are going to encourage people to take the challenge. Opitz stated that he would like to challenge all board members to report back at the next board meeting how many non-driving trips they took. Opitz said that the City of Middleton recently adopted a Week Without Driving resolution, and that he intended to participate in the challenge.

Abongwa asked if carpooling meets the intent of the program. Lyman said the idea is to experience what it is like to not have access to a vehicle – you would need to ask someone for a ride or use an alternative form of transportation. Abongwa indicated that he would like to encourage people in his department to take the challenge. He noted that it would be helpful to post a copy of the County's resolution in their office to encourage people to participate. Andrae stated that the County will have a press release that will make suggestions on how people can participate. Callin said that she hopes that designers of our transportation system will participate. It is also a good opportunity to sign up for

RoundTrip. Andros stated that the MPO just launched a TDM program called “Smart Trips”. The intent of that program is to offer people alternative transportation choices, with opportunities for prizes. The intent of a Week Without Driving is to experience what it is like to not have access to those options, to put yourself in the shoes of someone who must rely on others for transportation.

Williams moved, Andrae seconded, to approve MPO 2024 Resolution No. 15 adopting support for a Week Without Driving. Motion carried.

10. Regional Transit Authority (RTA) Discussion

Andros stated that Charles Myadze asked for this item to be added to the board agenda since it has recently been given some press. A summary document called “A Wisconsin Regional Transportation Authority – In Brief” written by Lyman was included in your packet. Having an RTA as a funding mechanism is acknowledged in our RTP. Opitz noted that he served on the Dane County RTA as vice chair during its tenure. The RTA discussed the concept and the possibility of a sales tax, but never made a motion to propose a sales tax. As noted in the staff report, we never had a chance to proceed with our work, since the state took away the authority. Andrae stated that she appreciated the synopsis. She asked if any RTAs were fully implemented before the state legislation change took effect. Opitz stated that Dane County was interested proceeding, but there was a concern about not agitating those who were critical of RTAs. He explained that he wasn’t aware of any community or metro area in the state where an RTA proceeded. There was an attempt to later consider legislation for an RTA specific to the Fox Cities, but that did not go anywhere. Lyman added that he read some of the old documents from the time when the Dane County RTA was meeting. The body was established, but never requested taxation approval from the communities. The RTAs were formed, but never went anywhere because of the legislation that prohibited them. Opitz added that this occurred during the same era when high speed rail funds were returned. Andros explained that the RTA was an important piece for paying future high-speed rail operating costs.

Callin stated that regional transit can be implemented without an RTA and noted the success of Waukesha County working with Milwaukee County on workforce transportation crossing county lines. However, there are limitations. Regions with strong transit systems almost always have an RTA. Abongwa asked if there is a reason why this is being brought up again. What is the goal? We have struggled with this in the past. Myadze described why an RTA would be beneficial for the Madison area. With the statewide redistricting that recently occurred, there could be an opportunity for this to be revisited. Andrae asked if there are other regions in the state that have started to talk about the development of RTAs. Wood said that this could be a good time to express support for a change in state law to allow for the creation of RTAs. Lyman stated that the East Central Regional Planning Commission has been pursuing an initiative for workforce transportation that would accomplish some of the same goals as an RTA. Abongwa stated that we need to study the previous challenges before seeking solutions. Opitz stated that the 2011-2013 State budget dissolved all RTAs. There were a group of people who did not want local governments to form a regional entity with taxing authority. There was a sentiment against local control for transit. Andrae added that this was a political decision by the previous administration. Callin stated that the Chippewa Valley Transit Alliance has had some discussions about how to get RTA legislation enabled.

11. Status Report on Capital Area Regional Planning Commission (CARPC) activities

Andros reported that Jason Valerius will provide a status report on Capital Area RPC activities at our next meeting.

12. Staff Reports

Andros reported that the MPO is still accepting comments on the amendment to the MPO Public Participation Plan. No comments have been submitted to date. Dane County has received a \$13.2 million dollar Charging and Fueling Infrastructure (CFI) award that will be used to construct new charging infrastructure. A major TIP amendment will be required. MPO staff will be tabling at the Wisconsin Chapter of the American Planning Association conference next week, which is being held in Madison. RoundTrip tabled at 12 different events in the second quarter. Andros provided an update on the vacant transportation planner position, noting that it had been posted.

13. Adjournment

The next Policy Board meeting will be held virtually on Wednesday, October 2nd, 2024.

Williams motioned, Caravello seconded, to adjourn. Motion carried. Meeting adjourned at 7:27 p.m.

MPO Agenda Cover Sheet
October 2, 2024

Item No. 5

<p>Re:</p> <p>Public Hearing on Amendment to the 2024-2028 Transportation Improvement Program to add a new federally funded Charging and Fueling Infrastructure (CFI) project.</p>
<p>Staff Comments on Item:</p> <p>After notifying the board at their September meeting, the notice of the hearing and opportunity to comment on the TIP amendment for the federally funded Charging and Fueling Infrastructure (CFI) project was sent out to our contact list and the memo sent to chief elected officials. Both the notice and memo were posted to the MPO website (see link to public hearing notice and memo below).</p> <p>Staff has received one comment in support of the amendment. Written comments may be submitted until 4pm on October 2, the day of the MPO Policy Board meeting. Staff will share any additional comments at the meeting.</p>
<p>Materials Presented on Item:</p> <ol style="list-style-type: none">1. Memo providing Notice of Public Hearing on the Major TIP Amendment2. Notice of Public Hearing on the Major TIP Amendment3. Written comments received by the MPO
<p>Staff Recommendation/Rationale: N/A</p>

Memorandum

TO: All Mayors, Village Presidents, and Town Chairs in the MPO Planning Area and Dane County Executive

FROM: Alexandra Andros, Director & Transportation Planning Manager



DATE: September 6, 2024

RE: Notice of Public Hearing on Proposed Amendment to the 2024-2028 Transportation Improvement Program (TIP) to add a new federally funded Charging and Fueling Infrastructure (CFI) project

Dane County was awarded \$13.198 million dollars in federal funding from the US Department of Transportation's Charging and Fueling Infrastructure (CFI) grant to fund "Charge UP Dane County: Accelerating the Transition to EV Transportation for All". The award comes from funding established under the Bipartisan Infrastructure Law (BIL). Dane County is one of two Wisconsin applicants selected to receive a CFI implementation grant.

A major amendment is required to add the \$16.797 million dollar project (\$13.198 million in federal CFI funding; \$3.599 million in local funding) to the Greater Madison MPO's 2024-2028 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County. Because the total cost of the project is more than \$7 million, our TIP amendment procedures call for following the major TIP amendment process, which involves notice and a public hearing.

Funding from the grant will enable Dane County to install up to 92 Level 2, Level 3, and DC Fast Charging EV stations which would provide a total of 368 publicly accessible ports. The funding will bring EV charging to high-density urban and suburban areas, rural areas, and multi-modal transportation hubs, eliminating gaps in charging availability. The charging station locations will be selected during the planning phase of the project, which will begin this year.

More information about the Charging and Fueling Infrastructure project is available here:

<https://www.daneclimateaction.org/initiatives/Charge-Up-Dane-Co>

The Greater Madison MPO's 2024-2028 TIP is available here:

<https://greatermadisonmpo.org/planning/improvementprogram.cfm#TIP2028>

The following is the date of the public hearing on the amendment to the 2024-2028 TIP that would add the federally funded Charging and Fueling Infrastructure (CFI) project, which provides an opportunity to provide oral comments to the board.



ph: 608.266.4336
greatermadisonmpo.org

GREATER MADISON
METROPOLITAN
PLANNING ORGANIZATION

100 State St #400
Madison, WI 53703

Public Hearing

Wednesday, October 2 at 6:30 p.m.

at MPO Policy Board Virtual Meeting hosted via Zoom

[Note: See agenda when posted on the Greater Madison MPO Policy Board Meeting page (<https://www.greatermadisonmpo.org/meetings/tpb.cfm>) and on city of Madison and Dane County websites for information on how to register to speak] Written comments or concerns regarding the amendment to the 2024-2028 TIP for the addition of the federally funded Charging and Fueling Infrastructure (CFI) project must be submitted in writing by 4:00 p.m. on Wednesday, October 2. Please email comments to MPO staff at mpo@cityofmadison.com or mail them to the Greater Madison MPO office at 100 State Street, #400, Madison, WI 53703.

The MPO anticipates taking action on the TIP amendment following the public hearing unless the board receives comments expressing concerns prior to or at the hearing in which case action could be delayed.

Cc (via email):

Matthew Sorensen, WisDOT Planning
Scott Korth, Metro (Transit projects)
State Historical Society (email)
Dane Co. PW & Transp. Committee (email)
Dane Co. Supervisors (email)
City of Madison Transp. Commission (email)
City of Madison Transp. Policy & Planning Board (email)
Local Transp. / Public Works Committees (email)
City of Madison Neighborhood Associations (email)
Kenneth Westlake, Michael Sedlacek, Mike Leslie U.S. EPA (email)
MPO Policy Board (email)
MPO Technical Committee (email)

Arthur Sommerfield, WisDOT Southwest Region (email)
Robert Winterton, WisDOT Southwest Region (email)
Tom Koprowski, WisDOT Southwest Region (email)
Brandi Workman, WisDOT Southwest Region (email)
Chris Petykowski, City of Madison Engineering (email)
Eric Heggelund, WisDNR S Central Region (email)
Dreux Watermolen, Cami Peterson, David Bizot, WisDNR (email)
Zach Zopp & Katy Smith, WisDATCP (email)
Rebecca Graser & Simone Kolb, U.S. ACE (email)
Michael J Rave, Darcy Funmaker, Dan Brown, Ho-Chunk Nation (email)
Jason Valerius, CARPC (email)

Public Hearing Notice

Amendment to

2024-2028 Transportation Improvement Program

The Greater Madison MPO will conduct a public hearing on an amendment to the [2024-2028 Transportation Improvement Program](#). The Transportation Improvement Program (TIP), which the Greater Madison MPO updates annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five-year period. The TIP is the mechanism by which the long-range transportation plan is implemented, and represents the transportation improvement priorities of the region.

The hearing invites comments or concerns regarding the amendment, which would add a \$16.797 million dollar project (\$13.198 million in federal Charging and Fueling Infrastructure (CFI) funding; \$3.599 million in local funding) to the TIP, as explained in this memo:

https://www.greatermadisonmpo.org/planning/documents/Major_TIP_Amendment_Notice_Memo_9-6-24.pdf

More information about the project is available here:

<https://www.daneclimateaction.org/initiatives/Charge-Up-Dane-Co>

The Greater Madison MPO's 2024-2028 TIP is available here:

<https://www.greatermadisonmpo.org/planning/improvementprogram.cfm#TIP2028>

Wednesday, October 2, 2024

6:30 p.m.

Virtual Meeting via Zoom

[Note: See agenda when posted on the Greater Madison MPO Policy Board Meeting page (<https://greatermadisonmpo.org/meetings/tpb.cfm>) for information on how to register to speak]

Written comments regarding the amendment will be accepted until 4 P.M. on Wednesday, October 2, 2024.

Please address written comments to the MPO office located at 100 State St., Suite 400, Madison, WI 53703 or email them to mpo@cityofmadison.com.



From: [Andros, Alexandra](#)
To: [Holloway, William](#); [Kanning, David](#)
Subject: FW: TIP funding Comment
Date: Monday, September 9, 2024 10:25:47 AM

David,

We already received a comment on our TIP amendment!

Bill, it would be wise to keep her contact info so we have it for whatever outreach efforts become part of the future grant-funded project.

I sent her a thank you for her comment.

-Alex

-----Original Message-----

From: mpo <mpo@cityofmadison.com>
Sent: Monday, September 9, 2024 10:06 AM
To: Andros, Alexandra <PAndros@cityofmadison.com>
Subject: FW: TIP funding Comment

-----Original Message-----

From: Court Personal <lindlcourtneyb@gmail.com>
Sent: Saturday, September 7, 2024 8:09 AM
To: mpo <mpo@cityofmadison.com>
Subject: TIP funding Comment

[You don't often get email from lindlcourtneyb@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Yes, yes, yes to EV charging stations! Particularly if you can get more fast charging along the highways outside of Madison

Thanks!
Courtney Lindl
Sent from my iPhone

MPO Agenda Cover Sheet

October 2, 2024

Item No. 6

Re:

MPO 2024 Resolution No. 16 Approving Amendment No. 7 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The amendment adds a \$16.797 million dollar Charging and Fueling Infrastructure (CFI) project (\$13.198 million in federal CFI funding; \$3.599 million in local funding) to the TIP. Dane County was awarded federal funding from the US Department of Transportation’s Charging and Fueling Infrastructure (CFI) grant to fund “Charge UP Dane County: Accelerating the Transition to EV Transportation for All”. The award comes from funding established under the Bipartisan Infrastructure Law (BIL). Dane County is one of two Wisconsin applicants selected to receive a CFI implementation grant.

This is a major amendment to the TIP; MPO staff notified the MPO Policy Board of the required 30-day public notice period at their September 4, 2024 meeting. After notifying the board, the notice of the hearing and opportunity to comment on the TIP amendment for the Charging and Fueling Infrastructure (CFI) project was sent out to our contact list and the memo sent to chief elected officials. Both the notice and memo were posted to the MPO website (see link to memo and public hearing notice below).

Funding from the grant will enable Dane County to install up to 92 Level 2, Level 3, and DC Fast Charging EV stations which would provide a total of 368 publicly accessible ports. The funding will bring EV charging to high-density urban and suburban areas, rural areas, and multi-modal transportation hubs, eliminating gaps in charging availability. The charging station locations will be selected during the planning phase of the project, which will begin this year.

More information about the Charging and Fueling Infrastructure project is available here:

<https://www.daneclimateaction.org/initiatives/Charge-Up-Dane-Co>

Materials Presented on Item:

1. MPO 2024 Resolution No. 16 Approving TIP amendment (with attachments)

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2024 Resolution No. 16

Amendment No. 7 to the 2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 4, 2023; and

WHEREAS, the Greater Madison MPO adopted MPO 2023 Resolution No. 16 on December 6, 2023, approving Amendment No. 1; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 4 on April 3, 2024, approving Amendment No. 2; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 5 on May 1, 2024, approving Amendment No. 3; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 8 on June 5, 2024, approving Amendment No. 4; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 10 on August 7, 2024, approving Amendment No. 5; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 14 on September 4, 2024, approving Amendment No. 6; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2024–2027 must be included in the effective TIP; and

WHEREAS, an amendment is needed to add the federally funded Charging and Fueling Infrastructure (CFI) project sponsored by Dane County; and

WHEREAS, the TIP amendment will not affect the timing of any other programmed projects in the TIP and the TIP remains financially constrained as shown in the attached revised TIP financial table (Table B-2); and

WHEREAS, the MPO's public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on October 2, 2024 for the Charging and Fueling Infrastructure (CFI) project, which constitutes a major amendment, and listing the project on the board agenda; and

WHEREAS, the new project is consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 7 to the *2024-2028 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project addition as shown on the attached project listing table:

1. **ADD** Dane County’s federally funded Charging and Fueling Infrastructure (CFI) Project to page 56 of the Discretionary Program Projects section.

October 2, 2024

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 7 TO THE 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2024				Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
			DISCRETIONARY PROGRAM (FHWA ADMINISTERED) PROJECTS																				
DANE COUNTY NEW * 111-24-034	Charging and Fueling Infrastructure (CFI) Install up to 92 Level 2, Level 3, and DC Fast Charging EV stations which would provide a total of 368 publicly accessible ports. The funding will bring EV charging to high-density urban and suburban areas, rural areas, and multi-modal transportation hubs, eliminating gaps in charging availability. Charging station locations will be selected during the planning phase of the project, which will begin in Fall 2024.	PE																					USDOT-administered discretionary grant
		UTL																					
		CONST	13,198		3,599	16,797				Continuing				Continuing									
		TOTAL	13,198		3,599	16,797																	
			CFI			DC																	

¹ Project programming shown in 2029 is for informational purposes only.
 (x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.
 NOTE: Funds Key page 9.

**Table B-2
Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars
in the Madison Metropolitan Planning Area**

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2024	2025	2026	2027	2028	2024	2025	2026	2027	2028
Federal Highway Administration	National Highway Performance Program	38,832	34,951	51,293	35,919	10,768	38,832	34,951	51,293	35,919	10,768
	Bridge Replacement and Rehabilitation	777	1,304	4,067	0	0	777	1,304	4,067	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,748	5,254	18,973	12,341	2,925	4,748	5,254	18,973	12,341	2,925
	Surface Transp. Block Grant Program - State Flexibility	2,570	4,545	3,352	0	5,956	2,570	4,545	3,352	0	5,956
	Surface Transp. Block Grant Program - Transp. Alternatives	2,516	1,437	1,191	1,802	1,402	2,516	1,437	1,191	1,802	1,402
	Highway Safety Improvement Program	2,969	3,130	0	1,999	0	2,969	3,130	0	1,999	0
	Safe Streets and Roads for All (Projects may be completed through 2029)	6,267	0	0	0	0	6,267	0	0	0	0
	Reconnecting Communities	1,000	0	0	0	0	1,000	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	533	0	0	0	0	533	0	0	0	0
	Carbon Reduction Program	6,002	unknown	unknown	unknown	unknown	6,002	unknown	unknown	unknown	unknown
	Charging and Fueling Infrastructure (Project will continue through 2026)	13,198	0	0	0	0	13,198	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	15,090	14,071	14,419	14,777	15,144	15,090	14,071	14,419	14,777	15,144
	Sec. 5339 Bus & Bus Facilities	40,897	1,978	2,027	2,077	2,129	40,897	1,978	2,027	2,077	2,129
	Sec. 5337 State of Good Repair	1,325	922	945	969	993	1,325	922	945	969	993
	Sec. 5310 E/D Enhanced Mobility Program	410	0	0	0	0	410	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,514	1,551	1,590	1,629	1,477	1,514	1,551	1,590	1,629
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

- * Fifth year of funding (2028) is informational only.
- ** Funding shown in calendar year versus state fiscal year.

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban

(Madison Urban Area) projects are programmed through 2029. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 2.48% per year applied to expenses, except for the STBG-Urban program.

MPO Agenda Cover Sheet

October 2, 2024

Item No. 7

Re:

MPO 2024 Resolution No. 17 Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets

Staff Comments on Item:

As part of the performance management framework established and continued in the last three federal transportation bills, including the current Infrastructure Investment & Jobs Act (IIJA), the Federal Transit Administration (FTA) has adopted rules with requirements and performance measures related to transit asset management and safety. The rule on transit asset management requires transit agencies that receive FTA grant funds to develop transit asset management (TAM) plans and adhere to specified asset management practices, including establishing and reporting results on the federal TAM performance measures. The Public Transportation Agency Safety Plan (PTASP) rule requires transit agencies to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS). Metro Transit completed its TAM plan in late 2018. Metro completed its required safety plan in 2020. Federal planning rules require MPOs to integrate the transit performance measures into their planning processes. This includes setting performance targets for the measures in coordination with transit agencies.

Metro conducted a review of the PTASP in 2021, with only changes being staff listed in the plan. Metro continues to collect data and conducted reviews in 2022, 2023, and 2024 to determine if adjustments to targets were needed; in addition to adding a new staff position for the plan's chief safety officer, Metro created a new safety team in response to IIJA requirements, adjusted the System Reliability/State of Good Repair target to be more realistic, increased the Safety Performance Targets for Bus Transit, and revised the system reliability target to be consistent with other targets.

Staff recommend that the MPO adopt Metro's annual safety performance targets as established in its safety plan.

Materials Presented on Item:

1. MPO 2024 Resolution No. 17
2. 7/29/2024 Metro memo regarding PTASP Annual Review

Staff Recommendation/Rationale: Staff recommends approval.

MPO 2024 Resolution No. 17

Adopting Annual Public Transit Agency Safety Plan Performance Measure Targets

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) is the designated MPO responsible, together with the state and Metro Transit, for comprehensive, continuing, and cooperative metropolitan transportation planning and project programming for the Madison, WI metropolitan planning area; and

WHEREAS, federal transportation legislation (IIJA, also known as BIL) and associated federal rules (Title 23, Section 134 U.S.C.) requires that each MPO undertake a transportation planning process that provides for the establishment and use of a performance-based approach to transportation decision making to support national goals while also establishing performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, the Federal Transit Administration's (FTA) regulation on Public Transportation Agency Safety Plans (PTASP) (49 CFR Part 673) requires transit agencies that receive Section 5307 Formula funding to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS); and

WHEREAS, federal transportation planning rules require MPOs and transit providers to coordinate on setting PTASP performance targets, and require MPOs to establish PTASP performance targets within 180 days of the transit agency setting targets and to integrate those performance targets into their planning documents and transportation improvement programs; and

WHEREAS, Metro Transit has developed its required safety plan and has established the following 2024 PTASP performance measure targets, which are the same as those established for 2020, 2021, 2022, and 2023 with the exceptions of: System Reliability/State of Good Repair, which was adjusted to be more realistic and attainable in 2022; Bus Transit Injuries, which were adjusted to be higher than in 2021 but still attainable; and, adjusting the way the System Reliability target is reported to improve consistency with other measures:

- Number of reportable fatalities – Bus transit and ADA/Paratransit targets: 0 [0 in 2023]
- Rate of reportable fatalities per 100,000 vehicle revenue miles – Bus transit and ADA/Paratransit targets: 0 [0 in 2023]
- Number of reportable injuries – Bus transit target: 10 [7 in 2023]; ADA/Paratransit target: 1 [0 in 2023]
- Rate of reportable injuries per 100,000 vehicle revenue miles – Bus transit target: 0.15 [0.12 in 2023]; ADA/Paratransit target: 0.15 [0 in 2023]
- Number of reportable safety events – Bus transit target: 300 [458 in 2023]; ADA/Paratransit target: 20 [0 in 2023]
- Rate of reportable safety events per 100,000 vehicle revenue miles – Bus transit target: 5.91 [8.04 in 2023]; ADA/Paratransit target: 3.07 [0.00 in 2023]
- System Reliability/State of Good Repair (Mean distance between major mechanical failures) – Bus transit target: 4 failures/100,000 vehicle revenue miles [3.38 in 2023]; ADA/Paratransit target: 1.82 failures/100,000 vehicle revenue miles [0.00 in 2023]

WHEREAS, the Greater Madison MPO, in consultation with Metro Transit, has decided to adopt Metro Transit's PTASP performance measure targets, and to work with Metro to plan and program projects that contribute toward the accomplishment of these targets; and

WHEREAS, the Greater Madison MPO intends to track the PTASP performance measures and report on them annually as part of its Performance Measures monitoring process:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO adopts the 2024 PTASP performance measure targets described above established by Metro Transit and agrees to work with Metro to plan and program projects within the Madison Metropolitan Planning Area that contribute toward the accomplishment of these targets.

October 2, 2024
Date Adopted

Mark Opitz, Chair, Greater Madison MPO



Department of Transportation

Metro Transit

1245 East Washington Avenue, Suite 201
Madison, Wisconsin 53703
Administration: (608) 266-4904
Customer Service: (608) 266-4466
mymetrobus@cityofmadison.com
www.mymetrobus.com

Memorandum

To: WI DOT, MPO
From: Ayodeji Arojo, Chief Operating Officer
Date: 7/29/2024
Subject: 2024 PTASP Annual Review

In February 2024, the Metro Safety Planning Team began an annual review of their Public Transit Agency’s Safety Plan (PTASP). Below is how we performed against our Safety Performance Targets in 2023.

Safety Performance Targets 2023 Actual vs Target							
Mode of Service	Fatalities (total)	Fatalities (per 100000 VRM)	Injuries (total)	Injuries (per 100000 VRM)	Safety Events (total)	Safety Events (per 100000 VRM)	System Reliability/State of Good Repair (per 100000 VRM)
Bus Transit Actual	0	0	7	.12	458	8.04	3.38
Bus Transit Targets	0	0	10	.15	300	5.91	4
Paratransit Actual	0	0	0	0	0	.00	0
Paratransit Targets	0	0	1	.15	20	3.07	1.82

We were able to exceed each of our safety performance targets except under the category of Safety Events. Before we make any changes to our target for this category, we would like to see a few more years of data.

We are very excited to see that, as forecasted, our system reliability/state of good repair has dropped significantly over the last two years to a number below our target.

On April 9th, 2024 the Federal Transit Administration (FTA) published the first major update to the PTASPs regulation. The update incorporates Bipartisan Infrastructure law requirements, such as:

- Advancing safety management system (SMS) processes,
- Increasing frontline transit worker involvement
- Establishing additional safety performance targets
- Expanding de-escalation training, and
- Addressing safety risk, including assaults on transit workers, transit vehicle pedestrian collisions and infectious disease exposure

The effective date of these changes to the rule is May 13th, 2024.

Below are our 2024 Safety Performance Targets:

2024 Safety Performance Targets		
Category	Bus Transit	Paratransit
Fatalities	0	0
Fatalities (per 100,000 VRM)	0	0
Injuries	10	1
Injuries (per 100,000 VRM)	.15	.15
Safety Events (TMi Claims)	300	20
Safety Events (per VRM 100,000)	4.62	3.07
System Reliability (per 100,000 VRM)	4	1.82
Major Events	0	0
Major Events (per 100,000 VRM)	0	0

Fatalities = Any fatal accident involving a Metro Transit vehicle regardless of fault
Injuries = Any occurrence resulting in a person transported from the bus via ambulance
Safety Events = any accident, incident, or occurrence
VRM = vehicle revenue miles
System Reliability = VRM between on-road, mechanical failure

If you have any questions regarding this matter, please contact me at 608-264-9245, aarojo@cityofmadiso.com, or Justin Maki at 608-266-5961, jmaki@cityofmadison.com.

Sincerely,



Ayodeji Arojo, Chief Operating Officer

cc: Justin Stuehrenberg, General Manager
Phil Gadke, Operations Manager
Scott Korth, Transit Accountant, Grants
Justin Maki, Transit Safety Coordinator

MPO Agenda Cover Sheet

October 2, 2024

Item No. 8

Re:

MPO 2024 Resolution No. 18 Adopting the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The MPO Board reviewed and gave preliminary approval to the revised STBG-U Priority Projects table at their meeting in August.

Since that meeting, staff has proposed three funding modifications to ensure the amount of available STBG-U funding is fully utilized:

- Increase the federal cost share of the two FFY26 CTH MM/Rimrock Road pavement replacement projects (John Nolen Drive to Beltline Highway on/off ramps, McCoy Road to Beltline Highway on/off ramps) to 80/20.
- The total cost of the Mineral Point Road (Beltline Highway to S. High Point Road) pavement replacement project, scheduled for FY2026, has increased from \$4,835 to \$5,772 because a stormwater box is now proposed. As a result, staff is proposing to increase STBG-U federal funding from \$3,868 to \$4,600. The 80/20 cost share has been revised to 79.97/20.03.
- The total cost of the Nichols Road pavement replacement/reconstruction project has been adjusted for inflation, since the project, which had been programmed with a September 2025 LET date, was moved to FY2029. As a result, the total cost has increased from \$1,475 to \$1,685. Staff is proposing to increase the federal STBG-U funding from \$885 to \$1,095. The project will therefore have a 65/35 cost share. This cost share is consistent with other projects that are in FY2029. (The cost share was previously 60/40).

These changes are all reflected in the draft TIP that was posted to the MPO website on August 21. Attached is the STBG-Urban Priority Project Listings Table from the draft TIP, but with some minor revisions:

- A correction was made to the total construction cost of the Mineral Point Road (Beltline Highway to S. High Point Road).
- There was a small increase in the total construction cost of the John Nolen Drive (Lakeside Street to North Shore Drive) projects. The federal STBG-U funding amount will remain at \$1,250. In addition, all federal funding sources for the project are now listed.
- The STBG-U federal funding amounts for the N. Thompson Road / St. Albert the Great Drive and Windsor Road projects were corrected to show that they will be funded at 80%.

Staff has prepared the attached Addition/Change Sheet, dated 9/26/24, that lists these and other proposed changes to the draft TIP. Staff reviewed the proposed changes with the MPO Technical Committee at their 9/25/24 meeting, and the committee recommended approval of the TIP with these changes. Dane County submitted comments pertaining to their own projects on 8/28/24. No other written comments were received on the draft TIP.

Materials Presented on Item:

1. MPO 2024 Resolution No. 18 Adopting the 2025-2029 TIP
2. Addition/Change Sheet dated 9/26/24
3. STBG-Urban Priority Project Listings Table with proposed revisions highlighted

Staff Recommendation/Rationale: Staff recommends adoption of MPO 2024 Resolution No. 18 approving the draft 2025-2029 TIP with the changes listed in the Addition/Change Sheet.

MPO 2024 Resolution No. 18

Adopting the 2025-2029 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL), (Pub. L. 117-58) and U.S. Department of Transportation (USDOT) regulations (23 C.F.R. Parts 450 and 500, 49 C.F.R. Part 613) require that the designated metropolitan planning organization (MPO) for each urbanized area develop, in cooperation with the State, local officials, and any affected transit operator, a Transportation Improvement Program (TIP) for the area for which it is designated; and

WHEREAS, the IIJA and USDOT regulations require that the TIP be updated at least once every two years and be approved by the designated metropolitan planning organization and the Governor¹; and

WHEREAS, the Greater Madison Area Metropolitan Planning Organization (MPO) is the designated MPO for the Madison, Wisconsin Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming; and

WHEREAS, working with local units of government, Wisconsin Department of Transportation (WisDOT), Metro Transit, and other implementing agencies, the Greater Madison MPO has prepared a coordinated, comprehensive listing of transportation improvement projects proposed to be implemented over the next five years, including a priority list of proposed federally supported projects to be undertaken in 2025-2029; and

WHEREAS, this listing of capital and non-capital transportation improvement projects relates to all modes of surface transportation, including public transit, pedestrian and bicycle facilities, roadways, and other transportation improvements; and

WHEREAS, in developing the TIP, the Greater Madison MPO has provided local officials, citizens, affected public agencies, private transit providers, and other interested parties with reasonable notice of and an opportunity to participate and comment on the proposed program, including holding a public hearing on the draft TIP on September 4; and

WHEREAS, the draft TIP has been published and made available for public review, including in an electronically accessible format on the MPO's Website; and

WHEREAS, the Greater Madison MPO's public involvement process for development of the TIP is also used by the City of Madison (Metro Transit) to satisfy the public participation requirements for development of the Program of Projects required under the Federal Transit Administration's Section 5307 Urbanized Area Formula Program; and

WHEREAS, the MPO established the annual Transit Asset Management (TAM) performance measure targets through MPO 2024 Resolution No. 3, adopted on April 3, 2024; and

WHEREAS, the MPO established the annual Public Transit Agency Safety Plan performance measure targets through 2024 MPO 2024 Resolution No. 17, adopted on October 2 2024; and

WHEREAS, the established annual Transit Asset Management (TAM) performance measure targets and Public Transit Agency Safety Plan performance measure targets have been incorporated into the 2025-2029 TIP:

¹ The Governor has delegated TIP approval authority to the WisDOT Secretary.

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves the *2025–2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, which incorporates the changes to the Draft TIP, dated August 2024, listed in the Addition/Change Sheet, dated September 26, 2024, and provides specific approval of the listed 2025-2028 projects, including the Priority Surface Transportation Block Grant (STBG)—Urban Projects for 2025-2029; and

BE IT FURTHER RESOLVED that project notification and review procedures (in accordance with the successor rules to the Office of Management and Budget Circular A-95) are hereby being met, unless otherwise specifically noted, for all 2025 through 2028 listed projects utilizing federal funding (many of which had earlier received favorable A-95 reviews); and

BE IT FURTHER RESOLVED that the Greater Madison MPO and WisDOT agree that the first year of the TIP constitutes an “agreed to” list of projects for project selection purposes and no further project selection action is required for WisDOT or Metro Transit, the major transit operator, to proceed with federal funding commitment; and, even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal funding commitment for projects in the previous TIP until a new State TIP (STIP) has been jointly approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

BE IT FURTHER RESOLVED that projects from the second, third, or fourth year of the TIP may be advanced by WisDOT or Metro Transit for federal funding commitment without further project selection action by the MPO, and concerning federal funding sources for projects in the TIP WisDOT may interchange eligible FHWA funding program sources without necessitating a TIP amendment, subject to the expedited project selection procedures outlined in the TIP; and

BE IT FURTHER RESOLVED that financial capacity assessment regulations have been met as set forth in UMTA Circular 7008.1, dated March 30, 1987, and financial capacity exists to undertake the programmed projects; and

BE IT FURTHER RESOLVED that the Greater Madison MPO certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities; and

BE IT FURTHER RESOLVED that the Greater Madison MPO certifies that all of the listed federally funded and regionally significant projects in the TIP are consistent with the *Connect Greater Madison: 2050*

Regional Transportation Plan, adopted in May 2022, the currently adopted regional transportation plan, and additional sub-element plans incorporated as part of the plan.

October 2, 2024
Date Adopted

Mark Opitz, Chair, Greater Madison MPO

2025-2029
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area
(Project costs in \$000s)

ADDITION/CHANGE SHEET

STBG-Urban Priority Projects Table

Page 9: **REVISE** the cost/funding amounts for projects as shown (in red) on the attached revised STBG-Urban Priority Projects table dated September 26, 2024.

Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area

Page 15: **REVISE** the Glacial Drumlin Trail Connector (I-39/90 to Buckeye Road) project as follows: ~~\$200~~ ~~\$1,300~~ (PE., Dane County), ~~\$200~~ ~~\$1,300~~ (Total) in 2025.

Page 20: **REVISE** the West Towne Path project as follows: Continuing (Const.) in 2025; and \$2,431 (Const., URB), ~~1,309~~ 1,496 (Const., Madison), ~~3,740~~ 3,927 (Total) in 2028.

ADD the Allen Boulevard Shared-Use Path project as follows: \$350 (Const., Middleton), \$350 (Total) in 2025.

Street/Roadway Projects in the Madison Metropolitan Planning Area

Page 36: **ADD** the USH 151 (Dodgeville to Madison) (USH 151 to CTH PD) PE through Environmental Document/Study project as follows: Cont. (PE., WisDOT), in 2025, 2026, 2027, 2028, and 2029. [Note: Federal PE funding obligated in 2024].

REVISE the Park Street South (Olin Avenue to WSOR RR Crossing) project, changing the project limits to Badger Road to W. Washington Avenue, and adding local funding as follows: \$2,500 (Const., Madison), ~~\$3,683~~ \$3,683 (UTL., Madison), ~~\$6,183~~ \$6,183 (Total) in 2025.

Page 41: **REVISE** the John Nolen Drive (Lakeside Street to North Shore Drive.) reconstruction project as follows: ~~\$41,591~~ ~~\$25,138~~ (Const., BIP/BR/PROTECT/TA/STBG-U), ~~\$12,504~~ ~~16,379~~ (Const., Madison), ~~\$54,095~~ \$41,517 (Total) in 2025.

Page 42: **REVISE** the Mineral Point Road (Beltline Highway to S. High Point Rd.) pavement replacement project as follows: \$4,600 (Const., STBG-U), ~~\$1,172~~ ~~1,150~~ (Const., Madison), ~~\$5,772~~ ~~\$5,750~~ (Total) in 2026.

Page 43: **REVISE** the Pleasant View Road (Old Sauk Road to Mineral Point Road) capacity expansion project as follows: ~~\$1,100~~ (ROW, Madison), ~~\$1,100~~ (Total) in 2025.

REVISE the Regent Street (Randall Avenue to Park Street) reconstruction project as follows: \$450 ~~\$150~~ (PE, Madison), \$450 ~~\$150~~ (Total) in 2025; ~~\$17,475~~ ~~\$6,000~~ (Const., Madison), ~~\$17,475~~ ~~\$6,000~~ (Total) in 2026.

Discretionary Program (FHWA Administered) Projects in the Madison Metropolitan Planning Area

Page 56: **ADD** the Charging and Fueling Infrastructure (CFI) project as follows: Continuing (Const., Dane County), in 2025, 2026, and 2027. [Note: \$13.198 million in federal CFI funding obligated in 2024].

Transit Capital Projects in the Madison Metropolitan Planning Area

Page 28: **REVISE** Inter-City Passenger Rail Station & Planning project as follows: \$400 (Planning, Madison), \$400 (Total) in 2025.

Page 29: **REVISE** Paratransit Eligibility & Mobility Coordinator Program project as follows: \$148 (Capital, 5310), \$37 ~~\$185~~ (Capital, Madison), \$185 (Total) in 2025.

REVISE Mobility Management Program project as follows: \$162 (Capital, 5310), \$41 ~~\$205~~ (Capital, Dane County), \$203 ~~\$205~~ (Total) in 2025.

REVISE Accessible Vehicle Purchase project as follows: \$126 (Capital, 5310), \$32 ~~\$205~~ (Capital, DSAW), \$158 ~~\$205~~ (Total) in 2025.

REVISE Mobility Management Program project as follows: ~~\$110~~ (Capital, DSAW), ~~\$110~~-(Total) in 2025.

Page 30: **REMOVE** NewBridge Older Adult Transportation project.

REVISE Accessible Vehicle Purchase project as follows: \$68 (Capital, 5310), \$17 ~~\$86~~ (Capital, The Hmong Institute), \$85 (Total) in 2025.

Transit Operating Projects in the Madison Metropolitan Planning Area

Page 31: **REVISE** Operating Assistance project as follows: ~~\$80~~ (Operating, DSAW), ~~\$80~~-(Total) in 2025.

Page 32: **REVISE** NewBridge Older Adult Transportation project as follows: \$31 (Operating, 5310), \$31 ~~\$124~~ (Operating, NewBridge), \$62 (Total) in 2025.

2025 - 2029 Madison Area STBG Urban Program -- September 26, 2024 Draft

Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
Programmed Priority Projects							
MPO Rideshare Program 2025-2029	5992-08-39,52-54	²	2024-2029	\$710	80	\$568	Ongoing support per MPO policy. 3% annual increase, with 4% annual increase starting in 2027
C. Madison Ped/Bike Safety Education Program 2025-2029	5992-08-49, 50, 60	²	2024-2029	\$611	80	\$489	Ongoing support per MPO policy. 3% annual increase.
Mineral Point Rd. (Beltline Hwy. to S. High Point Rd.)	5992-10-19, -20	68 ⁴	2026	<u>\$5,772</u>	80	\$4,600	Funding obligated in '25. Const. in '26. Stormwater box added to project. Const. cost has increased. Separate HSIP project may be eligible for STBG-U funding. Proposing 79.7% Fed. funding.
John Nolen Drive (Lakeside St. to North Shore Dr.)	5992-11-20, -21-23	57 ⁴	2025	<u>\$54,095</u>		\$1,250	Eligible for other Fed. funding. Receiving an additional \$40,341 in federal funding from BIP, BR, PROTECT, and TA programs. Const. cost has increased. Madison's total project cost estimate: \$53,455.
N. Bird Street (STH 19 to USH 151)	3996-00-35	50 ⁵	2025	\$953	80	\$762	Proposing 80% Fed. funding. Const. cost has decreased.
N. Thompson Rd. (Main St. to St. Albert the Great Dr.) & St. Albert the Great Dr. (CTH C to N. Thompson)	3996-00-31	43 ⁵	2025	\$3,349	80	<u>\$2,679</u>	Proposing 80% Fed. funding.
Windsor Road (Charlie Grimm Rd. to CTH CV)	6992-00-21	38 ⁵	2025	\$1,376	80	<u>\$1,100</u>	Proposing 80% Fed. funding.
Nichols Road (Winnequah Rd. to Maywood Rd.)	5994-00-02, -03	38 ⁵	2029	\$1,685	65	\$1,095	Project moved from FFY25 to FFY29. Const. cost has been adjusted accordingly. Proposing 65% Fed. funding. Selected for funding as "small" project.
S. Fourth Street (Milwaukee St. to Isham St.)	5998-00-01, -02	34 ⁵	2025	\$0		\$0	No longer requires STBG-U funding.
				\$68,551		\$12,543	TOTAL
New Priority Projects Approved in October 2023							
West Towne Path (Zor Shrine Place to S. Gammon Road)		86	2028 ⁶	\$3,740	65%	\$2,431	New Path.
Glacial Drumlin Path (I-39/90 to CTH AB/Buckeye Road)		68	2027 ⁶	\$11,114	65%	\$7,224	New Path.
Windsor Road Path (Sunset Meadows Drive to N. Towne Road) New Path on South side of Roadway		65	2029 ⁶	\$620	76.41%	\$474	New Path. Qualifies for 76.41% federal share based on cost formula for projects less than \$1M from Selection Process Document.
Ph. 3 John Nolen Drive / CTH MC/ Olin Avenue (Wingra Creek to Beltline Highway on/off ramps) Pavement Replacement		62.6	2029 ⁶	\$11,750	65%	\$7,638	
Ph. 2 John Nolen Drive (Olin Avenue to Lakeside St.) Reconstruction		58	2028 ⁶	\$6,870	65%	\$4,466	New Path on west side of roadway may be constructed.
CTH MM/Rimrock Road (John Nolen Drive to Beltline Highway on/off ramps)		51	2026 ⁶	\$1,356	80%	\$1,085	Qualifies as a "small" project. Includes a New Path. Proposing 80% Fed. funding.
CTH MM / Rimrock Road (McCoy Rd to Beltline Highway on/off ramps) Pavement Replacement		45	2026 ⁶	\$2,156	80%	\$1,725	Qualifies as a "small" project. Includes a New Path. Proposing 80% Fed. funding.
O'Keefe Avenue (Reiner Road to Summerfield Way) Pavement Replacement		44	2028 ⁶	\$2,253	65%	\$1,464	Qualifies as a "small" project. Will convert two of four travel lanes to bike/bus lanes.
St. Albert the Great Drive (Broadway Drive to N. Bird Street) Pavement Replacement		42	2029 ⁶	\$1,241	65%	\$807	Qualifies as a "small" project. Includes bike lanes.
Vinburn Road (Main Street to N. Towne Road) Reconstruct to Urban Cross Section		37	2027 ⁶	\$2,764	65%	\$1,797	Qualifies as a "small" project. Includes bike lanes.
Holum Street (Railroad to N. Towne Road) Reconstruction		30	2028 ⁶	\$3,939	65%	\$2,560	
Bailey Road (CTH N to Forward Drive) Reconstruction w/ paved shoulders		30	2027 ⁶	\$1,791	65%	\$1,164	Qualifies as a "small" project. Includes bike lanes.
				\$49,594		\$32,834	TOTAL

¹ Includes participating cost only (excludes sanitary sewer and water and construction engineering)

⁴ Score from regular 2022-2026 program application cycle in 2021.

² Funded annually per MPO policy

⁵ Score from supplemental funding 2022-2026 program application cycle in 2022.

³ Score from 2020-2025 program application cycle under previous version of criteria.

⁶ Requested Project Scheduling. Needs to be finalized, working with WisDOT and project sponsor.

2025 - 2029 Madison Area STBG Urban Program -- September 26, 2024 Draft

Project	Project ID	Score	Fed. Fiscal Year	Total Est. Cost ¹ (thousands)	Max. Percent (Fed \$)	Federal Funds Approved (thousands)	Comments
New Priority Projects Eligible for Funding							
South High Point Road (Mid Town Meadows Plat Limit to Raymond Road) Construct Roadway on New Alignment		29.1	2026 ⁶	\$3,000	80%	\$2,400	Proposed New project addition in CY24. Proposing 80% Fed. funding.
				\$3,000		\$2,400	TOTAL

MPO Agenda Cover Sheet

October 2, 2024

Item No. 9

Re: MPO Resolution No. 19 approving Amendment No. 1 to the 2021 Public Participation Plan for the Greater Madison MPO.

Staff Comments on Item:

Federal regulations require MPOs to adopt a Public Participation Plan (PPP) that establishes formal policies and strategies for ensuring the public is provided with, and properly notified of, opportunities to participate in the development of its plans, programs, and other activities. Public participation plans must be updated every 5 years. The MPO's current PPP was last updated and adopted in January 2021. The PPP includes the public notice requirements for major TIP amendments, which require a 30-day public comment period. In recent years the MPO has seen an increase in the number of major TIP amendments to be processed, and the length of the current public comment period has presented an obstacle to timely project initiation. After review of the public participation plans from the other MPOs in the state, staff are proposing to reduce the public comment period from 30-days to a minimum of 15-days. In addition, staff are recommending that the public hearing notice recipient list be revised to include the following: chief elected officials of local units of government and clerks, MPO Policy Board members, and individuals on the Technical Coordinating Committee mailing list. The notice will also be sent to Metro Transit and private transit operators in the County if the amendment pertains to a transit project. The other minor proposed change to the PPP is reflecting that the Policy Board and Technical Coordinating Committee will continue to meet virtually after the Covid-19 Pandemic.

Staff reviewed the proposed amendment with the Technical Coordinating Committee at their meeting on July 24. At their meeting on August 7, the Policy Board released the proposed changes to the MPO Public Participation Plan amendment for public comment. A notice regarding the amendment was subsequently sent out to the MPO's contact list and posted to the MPO website. Staff have not received any comments from the public.

Materials Presented on Item:

1. MPO Resolution No. 19 Approving Amendment to the 2021 Public Participation Plan
2. Text of proposed changes to the 2021 Greater Madison MPO Public Participation Plan dated 9/26/24
3. The full plan can be accessed at https://www.greatermadisonmpo.org/planning/documents/PPP2021_forWeb.pdf

Staff Recommendation/Rationale:

Staff recommends approval.

MPO 2024 Resolution No. 19
Amendment No. 1 to the 2021 Public
Participation Plan for the Greater Madison
MPO

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the 2021 Public Participation Plan on January 6, 2021; and

WHEREAS, an approved public participation plan is a requirement for receiving various Federal and state planning financial assistance; and

WHEREAS, the 2021 Public Participation Plan was developed to build upon past procedures and strategies, making use of lessons learned to improve the public involvement process and make use of new techniques, including use of social media, email newsletters, web-based mapping and public comment tools, and visualization tools; and

WHEREAS, the MPO has seen an increase in the number of major TIP amendments to be processed, and the current 30-day public comment period has presented an obstacle to timely project initiation; and

WHEREAS, an amendment is needed to reduce the public comment period for major amendments from 30 days to a minimum of 15 days, and to amend the public hearing notice recipient list; and

WHEREAS, an amendment is also needed to permit the MPO Policy Board and MPO Technical Coordinating Committee to continue to meet virtually; and

WHEREAS, a public comment period of 45 days was provided on the amendment and a notice of availability of the amendment was sent out to the MPO's contact list and posted to the MPO's website:

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 1 to the 2021 Public Participation Plan, incorporating the changes listed in the Change sheet, dated 9/26/24, which reduce the public comment period from 30 days to a minimum of 15 days, amend the public hearing notice recipient list, and permit the MPO Policy Board and MPO Technical Coordinating Committee to continue to meet virtually.

October 2, 2024

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

9/26/2024

Proposed Amendment to the 2021 Greater Madison MPO Public Participation Plan

Note: Proposed text additions underlined, proposed text deletions in ~~red strikethrough~~.

On Page 13: Meeting Schedule

The MPO Policy Board generally meets virtually monthly on the first Wednesday of the month, ~~currently at the Madison Water Utility Building, located at 119 E. Olin Ave., Madison, WI 53713,~~ beginning at 6:30 p.m.; at the discretion of the Chair, the Policy Board may meet in person at an accessible location with proper public notice. When there are insufficient agenda items for a meeting, the meeting may be canceled at the discretion of the Chair. If the regular meeting date is on or near a holiday, the meeting will be rescheduled or canceled.

On Page 14: Virtual Meetings

~~Virtual board meetings and public hearings are permissible where public health orders or guidance recommend against in-person meetings due to a pandemic or other health emergency.~~

~~Virtual board meetings may also be permissible in rare occurrences for a short, generally one item agenda meeting to address an urgent, non-controversial matter (e.g., minor TIP amendment).~~

~~In circumstances where virtual meetings are authorized and held, the meeting information will be posted on the MPO website at the time that the agenda is posted with details on how the public can access the meeting. Meeting information will also be distributed electronically.~~

During the Covid-19 pandemic, the MPO shifted from in-person meetings and public hearings to virtual meetings. The MPO Policy Board and Technical Coordinating Committee continue to meet and conduct official business, including hosting public hearings, virtually. Links and details on how the public can access the meeting and submit public comments will be posted on the MPO website at the time that the agenda is posted. Meeting information will also be distributed electronically.

Page 19: Major TIP Amendments

The process for major amendments is to send out a notice via email to chief elected officials of local units of government and clerks, MPO Policy Board Members, and individuals on the MPO Technical Coordinating Committee mailing list ~~local officials and others included in the notice for the annual TIP update .and (2) post the memo and public hearing notice on the MPO website.~~ If the amendment pertains to a transit project, the notice will also be sent to Metro Transit and private transit operators in the county. In addition, the memo and public hearing notice will be posted on the MPO website.

A ~~30~~ minimum 15-day public comment period will be provided, and a public hearing held before the MPO Policy Board prior to adoption.

MPO Agenda Cover Sheet

October 2, 2024

Item No. 10

Re: MPO 2024 Resolution No. 20 Approving the 2020 Metropolitan Planning Area Boundary for the Greater Madison Metropolitan Planning Organization

Staff Comments on Item:

Metropolitan Planning Area (MPA) boundaries are the official jurisdiction of the MPOs. These boundaries define the extent of the expected growth for the metropolitan area during the next 20 years and defines the area within which the MPO will conduct transportation planning activities over the next 10 years—until the next decennial census. The MPA boundary must include the entire area within the Urban Area boundary. The Board adopted the adjusted Urban Area boundary in February of this year (shown in blue in the attached map).

The MPA boundary is used by the federal government as the delineation between jurisdictions for the MPOs and WisDOT. Transportation projects that fall within the MPA boundaries are included in the respective MPOs' Transportation Improvement Programs (TIPs); transportation projects that fall outside the Metropolitan Planning Area boundary are included in WisDOT's Statewide Transportation Improvement Program (STIP).

The federal government created MPOs and gave them many planning, programming and project selection responsibilities. Because of this elevated level of responsibility, the official designation of MPA boundaries every 10 years is an important activity and requires the Governor—or his designee—to authorize those boundaries in conjunction with the MPOs. In Wisconsin, the Governor's Office has designated this responsibility to the WisDOT Secretary.

Once signed by both parties, the signature block provided on the MPA boundary map printouts is the official authorization for the MPA boundary, and consequently, for transportation planning, programming, and project selection responsibilities for both the urban portion and non-urban portion of the MPA. As a result, the non-urbanized areas within the MPA boundaries are planned and programmed in each MPO's Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP).

Materials Presented on Item:

1. MPO Resolution No. 20 Approving the 2020 Metropolitan Planning Area Boundary for the Greater Madison Metropolitan Planning Organization.
2. Map showing the proposed expansion of the Metropolitan Planning Area boundary.

Staff Recommendation/Rationale:

Staff recommends approval.

Greater Madison MPO 2024 Resolution No. 20
Approval of the Metropolitan Planning Area Boundary
for the Greater Madison Metropolitan Planning Organization

WHEREAS, the Greater Madison MPO is the designated Metropolitan Planning Organization (MPO) for the Madison, WI Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming activities; and

WHEREAS, the Greater Madison MPO Policy Board approved the 2020 Urban Area Boundary (UAB) for the Madison Urban Area of Dane County, Wisconsin on February 7, 2024; and

WHEREAS, Federal law requires that MPOs and State and local officials cooperatively review and approve the metropolitan planning area (MPA) boundary following the decennial Census; and

WHEREAS, the MPA boundary is revised to include the entire Census-defined urban area and other contiguous areas that could potentially develop within the 20+ year planning horizon, and to encompass important regional transportation routes; and

WHEREAS, the MPA boundary has important transportation planning and funding implications, most specifically the determination of projects that are included in the Transportation Improvement Program (TIP); and

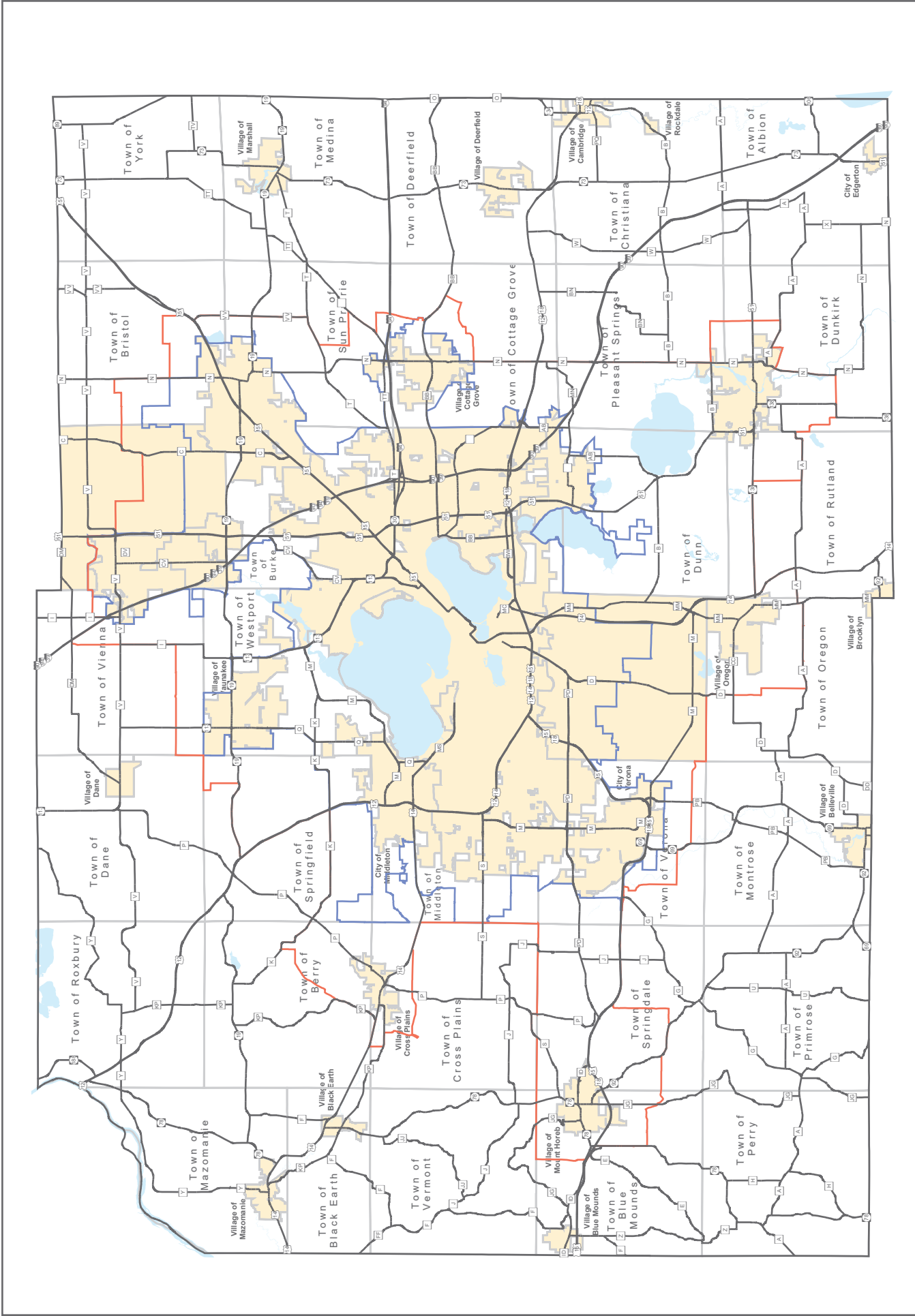
WHEREAS, the MPO has provided notice and opportunity for local officials to comment on the proposed MPA boundary, and has considered and incorporated comments received, as appropriate, in developing the final MPO boundary; and

WHEREAS, the MPO's Technical Coordinating Committee has recommended approval of the revised MPA boundary;

NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO Policy Board approves the MPA boundary as shown on the attached map, dated _____, and authorizes submittal of the revised metropolitan planning area boundary map to WisDOT for final approval.

Date Adopted

Mark Opitz, Chair, Greater Madison MPO

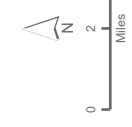


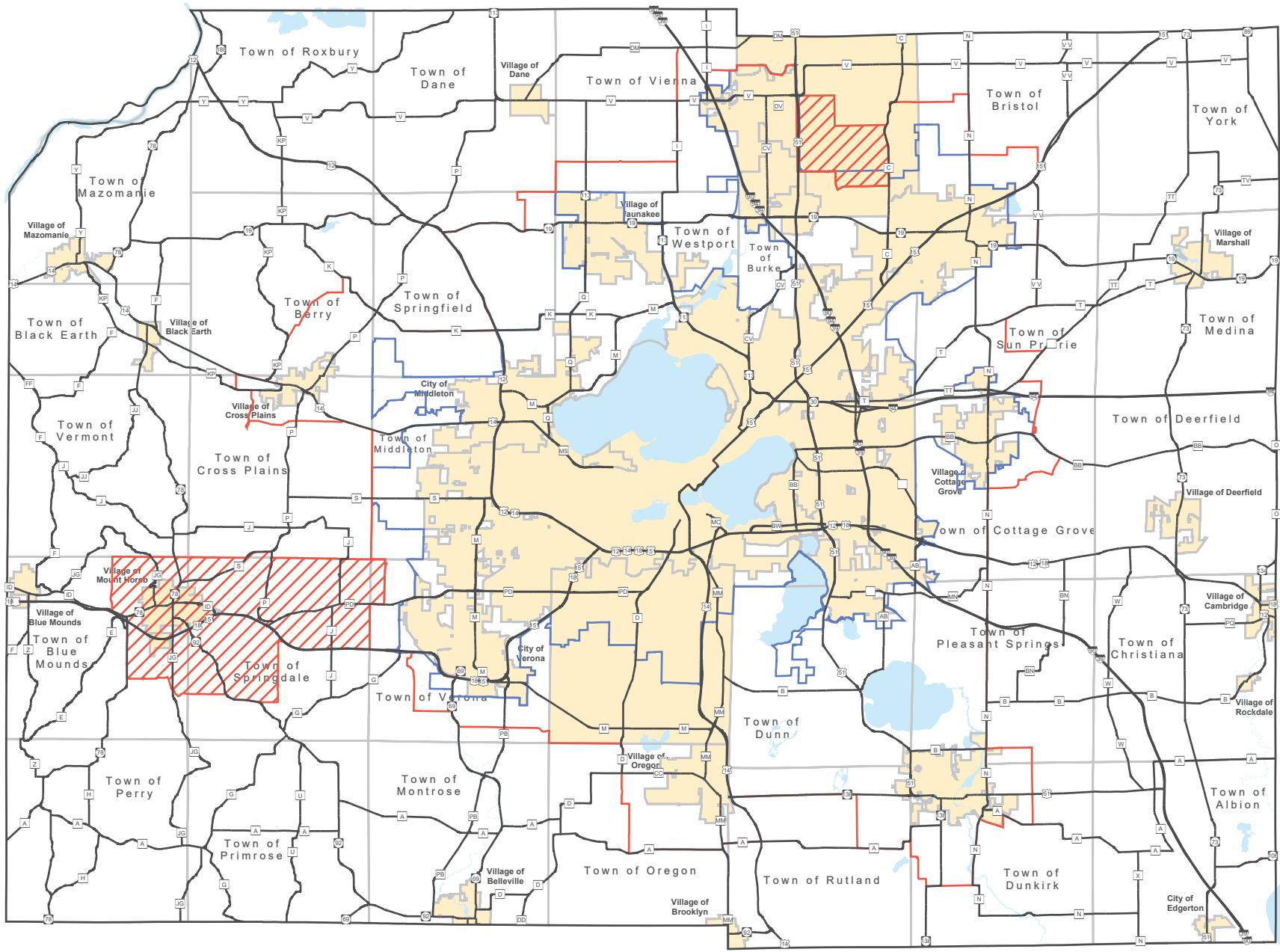
Prepared by staff to the:

 Date Revised: 9/26/2024

- Metropolitan Planning Area Boundary (Proposed)
- Madison Urban Area (approved by Greater Madison MPO 2/7/2024)
- Incorporated Area (2024)

**Planning Boundaries of the
 Greater Madison MPO
 A Metropolitan Planning Organization**





Planning Boundaries of the
Greater Madison MPO
A Metropolitan Planning Organization

- Madison Urban Area (approved by Greater Madison MPO 2/7/2024)
- Metropolitan Planning Area Boundary (approved by WisDOT 7/30/13)
- ▨ Proposed Additions to MPO Planning Area

Incorporated Area (2024)

Prepared by staff to the:



Date Revised: 9/24/2024

